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AMENDMENTS TO THE CLAIMS

Please amend claims 1-10 as follows. A detailed listing of all present claims, new claims, and amendments is provided below in compliance with revised 37 CFR 1.121.

1. (currently amended) An engine balancer system having a balancer housing formed by joining an upper housing and a lower housing via mating faces, the balancer housing being disposed so as to face an oil pan beneath a crankshaft of an engine, and the balancer housing being inclined so that the height of the mating faces varies from one side to the other,

wherein oil discharge holes for discharging oil that is within the balancer housing are formed in the mating faces on the higher side of the balancer housing and in the upper housing above the mating faces on the lower side of the balancer housing.

2. (currently amended) The engine balancer system according to Claim 1, wherein an angle  $\theta 2$  between the lower housing and the mating faces on the lower side of the balancer housing is larger than an angle  $\theta 1$  formed between the lower housing and the mating faces on the higher side of the balancer housing.

3. (currently amended) The engine balancer system according to Claim 1, wherein the engine is mounted transversely with the crankshaft disposed along the lateral direction of a vehicle body, the higher side of the balancer housing faces the rear of the vehicle body, and the lower side of the balancer housing faces the front of the vehicle body.

4. (currently amended) The engine balancer system according to Claim 1, wherein a baffle plate extending from a position lower than the mating faces to a higher position is provided in the lower housing on the higher side of the balancer housing.

5. (currently amended) The engine balancer system according to Claim 1, wherein the engine is mounted transversely with the crankshaft disposed in the lateral direction of a vehicle body, the lower side of the balancer housing faces the rear of the vehicle body, and the higher side of the balancer housing faces the front of the vehicle body.
6. (currently amended) The engine balancer system according to Claim 1, wherein the position of an oil outlet at the lower end of an oil return passage formed in an engine block and the position of the oil discharge hole of the balancer housing are displaced from each other.
7. (currently amended) The engine balancer system according to Claim 6, wherein the oil discharge hole of the balancer housing is covered by a baffle plate and the oil outlet of the oil return passage is disposed at a position that avoids the baffle plate.
8. (currently amended) The engine balancer system according to Claim 7, wherein an escape section is formed in the baffle plate, the escape section letting the oil discharged via the oil outlet of the oil return passage escape.
9. (currently amended) The engine balancer system according to Claim 8, wherein the escape section) is formed between fastening parts via which the baffle plate is secured.
10. (currently amended) The engine balancer system according to Claim 9, wherein an edge of the escape section of the baffle plate is bent downward.